DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE

FILE P.I. # 0013605
Ware County
GDOT District 5 - Jesup
SR 38/US 84 @ Satilla River in
Sunnyside – Bridge Replacement

OFFICE Design Policy & Support

DATE 4/9/2018

FROM for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT **APPROVED CONCEPT REPORT**

Attached is the approved Concept Report for the above subject project.

Attachment

DISTRIBUTION:

Hiral Patel, Director of Engineering
Joe Carpenter, Director of P3
Albert Shelby, Director of Program Delivery
Darryl VanMeter, Assistant Director of P3/State Innovative Delivery Administrator
Kim Nesbitt, Program Delivery Administrator
Bobby Hilliard, Program Control Administrator
Cindy VanDyke, State Transportation Planning Administrator
Eric Duff, State Environmental Administrator
Bill DuVall, State Bridge Engineer
Andrew Heath, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Lisa Myers, State Project Review Engineer
Monica Flournoy, State Materials Engineer
Patrick Allen, State Utilities Engineer
Benny Walden, Statewide Location Bureau Chief
Brad Saxon, District Engineer
Troy Pittman, District Preconstruction Engineer
Dallory Rozier, District Utilities Engineer
Aghdas Ghazi, Project Manager
BOARD MEMBER - 1st Congressional District

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
LIMITED SCOPE PROJECT CONCEPT REPORT

Project Type: Bridge Replacement
GDOT District: 5
Federal Route Number: US 84
P.I. Number: 0013605
County: Ware /Pierce
State Route Number: SR 38
Project Number: N/A

** Report updated to address Office Head Review Comments

This project will replace the existing bridge on SR 38/US 84 over the Satilla River in Sunnyside. The proposed bridge will consist of two 12-foot lanes in each direction and one 14-foot center turn lane. The rural shoulders will be 8-feet on both sides.

Submitted for approval:

Brad Gowen, P.E., Holt Consulting Company, LLC — 2/9/2018 Date

Kimberly W. Yobbett — Date 2/27/18
State Program Delivery Engineer

GDOT Project Manager (SHP C.L.B.) — 2/12/2018 Date

* Recommendations on File

Recommendation for approval:

* Eric Duff/KLP — 3/15/2018 Date
State Environmental Administrator

* Brad Saxon/KLP — 3/12/2018 Date
District 5 Engineer

* Christina Barry/KLP — 3/9/2018 Date
For State Traffic Engineer

* Bill DuVall/KLP — 3/3/2018 Date
State Bridge Engineer

☐ MPO Area: This project is consistent with the MPO adopted Regional Transportation Plan (RTP)/Long Range Transportation Plan (LRTP).

☒ Rural Area: This project is consistent with the goals outlined in the Statewide Transportation Plan (SWTP) and/or is included in the State Transportation Improvement Program (STIP).

Cynthia L Vanke — 3-2-18 Date
State Transportation Planning Administrator

Approval:

Concur: Hiral Patel — 3-26-18 Date
GDOT Director of Engineering

Approve: Margaret B. Pinkle — 3/30/18 Date
GDOT Chief Engineer

PLANNING & BACKGROUND DATA

Project Justification Statement: The bridge on SR 38 (US 84) over Satilla River, Structure ID 299-0013-0, was built in 1923 and widened in 1982. This bridge consists of twenty-two (22) spans of Reinforced Concrete Deck Girders (RDCG's) with three (3) intermediate spans of continuous concrete arched RCDG's in the original section and PSC beams in the widened section. The substructure consists of concrete caps with concrete driven piles, concrete pier walls, and concrete columns. The bridge was designed using an H-15 vehicle, which is below current design standards. This bridge is currently posted for weight restrictions. The overall condition of this bridge would be classified as fair. The deck is in satisfactory condition with minor concrete cracking and spalls with exposed rebar. The superstructure is in fair condition with flexure cracking in the RCDG's and spalls with exposed rebar. The substructure is in fair condition with moderate cracking in the concrete caps and spalls with exposed rebar in the caps, columns, and pier walls. This bridge is classified as having an unknown foundation and therefore could be at risk for scour. Due to the structural integrity of the bridge, the weight restrictions of the bridge structure, and the unknown foundation of the substructure, replacement of this 93-year-old bridge is recommended. (Project Justification Statement provided by the Bridge Office)

Existing conditions: The existing typical section of SR 38 consists of two 12-foot travel lanes in each direction with a 14-foot center turn lane. The existing roadway outside shoulders are 10 feet wide, 4 feet being paved. Additionally, SR 38 consists of Structure ID 299-0013-0 which is a bridge that consists of twenty-two (22) spans of Reinforced Concrete Deck Girders (RDCG's) with three (3) intermediate spans of continuous concrete arched RCDG's in the original section and PSC beams in the widened section. The bridge deck width is 79.60 feet. The total length of the bridge is 741 feet.

Other projects in the area: None

MPO: N/A - not in an MPO **TIP** *#:N/A*

Congressional District(s): 1

Federal Oversight: ☐PoDI ☒Exempt ☐State Funded ☐Other

Projected Traffic: AADT 24 HR T: 21%
Current Year (2017): 22,500 Two-way Open Year (2023): 23,200 Two-way
Design Year (2043): 25,600 Two-way
Traffic Projections Performed by:*Arcadis*
Date approved by the GDOT Office of Planning: March 2, 2018

Functional Classification (Mainline): Urban Principal Arterial

Complete Streets - Bicycle, Pedestrian, and/or Transit Standards Warrants:
Warrants met: ☒None ☐Bicycle ☐Pedestrian ☐Transit
According to section 9.4.2 (Bicycle Warrants) of the Design Policy Manual, bicycle accommodations shall be included on all new and widened bridges. Although this portion of the route is not currently designated as local, state, or national bike path, the shoulders on the bridge and roadway approaches will be wide enough to accommodate bicycle lanes.

Pavement Evaluation and Recommendations

Initial Pavement Evaluation Summary Report Required?	☒No	☐Yes
Initial Pavement Type Selection Report Required?	☒No	☐Yes
Feasible Pavement Alternatives: ☒HMA	☐PCC	☐HMA & PCC

DESIGN AND STRUCTURAL

Description of Proposed Project: This project will replace the existing bridge that was built in 1923 and widened in 1982 over the Satilla River in Sunnyside. The proposed bridge will consist of two 12-foot lanes in each direction and one 14-foot center turn lane. An 8-foot rural shoulder will be utilized on both sides on the new bridge. The roadway approaches will consist of a five-lane section with 10-foot rural shoulders, 6.5 feet being paved. The proposed bridge will be stage constructed on the existing alignment in two stages. One lane in each direction will be maintained for stage 1. In stage 2, two northbound lanes and one southbound lane will be maintained. The proposed project is 0.60 miles.

Major Structures:

Structure ID	Existing	Proposed
299-0013-0	The existing five-lane bridge is 741 feet long with a total bridge deck width of 79.6 feet. The sufficiency rating for this bridge is 50.5.	The proposed bridge will be 770 feet long, consisting of four 12-foot lanes and one 14-foot two way left turn lane with 2-8 foot rural shoulders. The total deck width will be 81.25 feet.

Mainline Design Features: *SR 38/US 84*

Feature	Existing	Policy	Proposed
Typical Section			
- Number of Lanes	5		4
- **Lane Width(s)**	**12 ft**	**11-12 ft**	**12 ft**
- **Median Width & Type**	**14 ft flush**	**24 ft raised**	**14 ft flush**
- **Outside Shoulder Width**	**4 ft**	**10 ft,6.5' paved**	**10 ft,6.5'paved**
- **Outside Shoulder Slope**	**6%**	**6%**	**6%**
- **Inside Shoulder Width**	**N/A**	**N/A**	**N/A**
- **Sidewalks**	**N/A**	**N/A**	**N/A**
- Auxiliary Lanes	N/A		N/A
- **Bike Accommodations**	**N/A**	**4 ft**	**4 ft**
Posted Speed	55 mph		55 mph
Design Speed	**55 mph**	**55 mph**	**55 mph**
Minimum Horizontal Curve Radius	**N/A**	**1060 ft**	**25,200 ft**
Maximum Superelevation Rate	**N/A**	**6%**	**NC**
Maximum Grade	**N/A**	**5%**	**1.2%**
Access Control	By Permit	By Permit	By Permit
Design Vehicle	H-15		WB-67
Pavement Type	HMA		HMA

*According to current GDOT design policy if applicable

Is the project located on a NHS roadway? ☐ No ☒ Yes

Design Exceptions/Design Variances to GDOT and/or FHWA Controlling Criteria anticipated:N/A

Design Variances to GDOT Standard Criteria anticipated: D.V. for 14-foot flush median

Design Criteria for Arterial Roadways in Table 6.6 of the Design Policy Manual states that an arterial with 4-lanes in a rural section (open ditch section) at 55 mph requires a 24-foot raised median; therefore a Design Variance is required for the proposed 14-foot flush median.

Lighting required: ☒ No ☐ Yes

Off-site Detours Anticipated: ☒ No ☐ Undetermined ☐ Yes

Transportation Management Plan [TMP] Required: ☐ No ☒ Yes
If Yes: Project classified as: ☒ Non-Significant
TMP Components Anticipated: ☒ TTC

INTERCHANGES AND INTERSECTIONS

Major Interchanges/Intersections: N/A

Intersection Control Evaluation (ICE) Required: ☒ No ☐ Yes

Roundabout Peer Review Required: ☒ No ☐ Yes ☐ Completed – Date:

UTILITY AND PROPERTY

Railroad Involvement: CSX Railroad runs parallel to SR 38/US 84 along the south side of the road with an old railroad truss bridge crossing the river. Coordination will be required with CSX Railroad.

Utility Involvements: Atlanta Gas Light, Alma Telephone Company, AT&T, City of Waycross (Sewer), Ga Power Distribution, Unity Fiber

SUE Required: ☐ No ☒Yes
Quality Level D is currently underway during the Concept Phase. District Utilities stated that SUE survey will not be needed during the remaining plan development process.

Public Interest Determination Policy and Procedure recommended? ☒ No ☐ Yes

Right-of-Way: Existing width: 144 ft. Proposed width: 144 ft.
Required Right-of-Way anticipated: ☒ None ☐ Yes ☐ Undetermined
Easements anticipated: ☐ None ☐ Temporary ☒ Permanent ☐ Utility ☐ Other
Note: The permanent easement shall be acquired with the right to place utilities.

Anticipated total number of impacted parcels: 9
Displacements anticipated: Businesses: 0
Residences: 0
Other: 0
Total Displacements: 0

Impacts to USACE property anticipated? ☒ No ☐ Yes ☐ Undetermined

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: N/A

Context Sensitive Solutions Proposed: N/A

ENVIRONMENTAL AND PERMITS

Anticipated Environmental Document:

NEPA:	☐ PCE	☒ CE	☐ EA-FONSI
GEPA:	☐ Type A	☐ Type B	☒ None

Level of Environmental Analysis:

☒ The environmental considerations noted below are based on preliminary desktop or screening level environmental analysis and are subject to revision after the completion of resource identification, delineation, and agency concurrence.

☐ The environmental considerations noted below are based on the completion of resource identification, delineation, and agency concurrence.

Water Quality Requirements:
MS4 Compliance – Is the project located in an MS4 area? ☒ No ☐ Yes

Is Non-MS4 water quality mitigation anticipated? ☐ No ☒ Yes

Environmental Permits, Variances, Commitments, and Coordination anticipated: CWA Section 404 Permit, NPDES
As a bridge replacement project, any impacts to adjacent jurisdictional waters (wetland/streams) would require a Section 404 Permit and possible compensatory mitigation for impacts. A Buffer Variance would be required for any non-exempt impacts within state mandated buffers. Early coordination efforts for candidate, threatened, and endangered species, and Section 106 have been initiated. This project is located within Critical Habitat for the Atlantic Sturgeon. Coordination with the National Marine Fisheries Service (NMFS) is expected for this project.

Air Quality:

Is the project located in an Ozone Non-attainment area?	☒ No	☐ Yes
Carbon Monoxide hotspot analysis required?	☒ No	☐ Yes

NEPA/GEPA Comments & Information: Categorical Exclusion
Research is ongoing into the ownership and operation of the Satilla River access point located on the southwest corner of the existing bridge. This access may or may not be protected by Section 4(f). If it is determined that Section 4(f) applies, a de minimis impact determination would likely be applicable for this resource.

Ecology – Regulatory responses to requests for listed candidate, threatened, and endangered species in the project area have been received. All listed species will be surveyed for during field work, including aquatic species of concern in the Satilla River watershed. This project is located within Critical Habitat for the Atlantic Sturgeon. Coordination with the NMFS is expected for this project. Field surveys will also identify and delineate any jurisdictional Waters of the US, or state protected waters. The delineation data for any protected waters identified during survey work would be provided to the design team to aid in project design. Impacts to protected waters could result in additional permitting and mitigation.

Archaeology – Archaeological site 9PR1 is situated approximately 100 meters east of the bridge and is identified as a twentieth century artifact scatter. Depending on the size of the survey area, this site may need to be revisited for this project. An archaeological assessment was conducted by GDOT in advance of a repaving project along SR 38/US 84 which aligns with the bridge location. This investigation recorded negative findings; however, no shovel tests were excavated. A Phase I archaeological survey would be required for this location because the project footprint would exceed the area that has already been evaluated. Satellite imagery shows the surrounding area as the wooded outskirts of Sunnyside. The likelihood of encountering previously unrecorded Precontact and Historic period archaeological sites is moderate given the results of previous investigations.

History – The bridge to be replaced is included in the updated Georgia Historic Bridge Survey and was determined not eligible for inclusion in the NRHP. The World War I Centennial Commission's information is that the bridge was originally known as the War Memorial Bridge and that when the bridge was reconstructed/widened two plaques from the original bridge were saved and reinstalled on the widened bridge about mid-way on both side in the bridge side barrier. It might be more appropriate to relocate the plaques near the boat ramp as the current location is inaccessible to pedestrians.

One additional resource is located within the APE of the proposed project. This resource is the railroad located on the east side of, adjacent and parallel to, the highway corridor. The railroad is recommended eligible for inclusion in the NRHP.

Public Involvement – A Public Information Open House (PIOH) is scheduled for October 5, 2018.

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Is Federal Aviation Administration (FAA) coordination anticipated? ☒ No ☐ Yes

Project Meetings: Concept Team Meeting held on 2/1/2018

Other coordination to date: N/A

Project Activity	Party Responsible for Performing Task(s)
Concept Development	Holt Consulting Company, LLC, Heath & Lineback
Design	Holt Consulting Company, LLC, Heath & Lineback
Right-of-Way Acquisition	GDOT
Utility Coordination (Preconstruction)	GDOT
Utility Relocation (Construction)	Utility
Letting to Contract	GDOT
Construction Supervision	GDOT
Providing Material Pits	Contractor
Providing Detours	Contractor
Environmental Studies, Documents, & Permits	Kennedy Engineering & Associates Group, LLC, Edwards-Pitman Environmental, Inc
Environmental Mitigation	GDOT
Construction Inspection & Materials Testing	GDOT

Project Cost Estimate and Funding Responsibilities:

	PE Activities					
	PE Funding	Section 404 Mitigation	ROW**	Reimbursable Utilities	CST*	Total Cost
Funded By	GDOT	GDOT	GDOT	GDOT	GDOT	
$ Amount	$500,000	$50,000	TBD	$168,400	$18,903,742.16	TBD
Date of Estimate	3/7/16	3/14/2018	Requested 1/23/2018	1/16/2018	3/13/2018	

*CST Cost includes: Construction, Engineering and Inspection, Contingencies and Liquid AC Cost Adjustment.

***ROW Cost have been requested from GDOT 1/23/2018*

ALTERNATIVES DISCUSSION

Preferred Alternative: Replace the existing bridge at the existing location utilizing stage construction of the proposed bridge maintaining one northbound lane and one southbound lane in stage 1 and two northbound lanes and one southbound lane in stage 2.			
Estimated Property Impacts:	**9 parcels**	**Estimated Total Cost:**	**$19,622,142.16**
Estimated ROW Cost:	**TBD****	**Estimated CST Time:**	**24 Months**
Rationale: This alternate maintains one lane in each direction for stage 1. In stage 2, two northbound lanes and one southbound lane would be maintained. Two stages would be required with this option. Traffic will be shifted to one-lane in each direction on the south side of the existing bridge while the northern portion of the bridge is removed allowing room to construct a portion of the new bridge. In the second stage, two northbound lanes and one southbound lane would be shifted to the north side of the proposed bridge while the southern portion of the bridge is demolished and reconstructed. This alternative was chosen because it only requires two stages for the bridge construction reducing the time of impact to the public. Also, it maintains three lanes of traffic for half of the construction time which will help alleviate traffic congestion leaving Waycross.			

***ROW Cost have been requested from GDOT 1/23/2018*

No-Build Alternative: Retain the existing bridge			
Estimated Property Impacts:	**N/A**	**Estimated Total Cost:**	**N/A**
Estimated ROW Cost:	**N/A**	**Estimated CST Time:**	**N/A**
Rationale: This alternative would not meet the project justification as the structural integrity of the bridge is insufficient.			

Alternative 1: Replace the existing bridge at the existing location utilizing stage construction of the proposed bridge maintaining two northbound lanes and one southbound lane.			
Estimated Property Impacts:	**9 parcels**	**Estimated Total Cost:**	**$20,229,454.29**
Estimated ROW Cost:	**TBD****	**Estimated CST Time:**	**30 Months**
Rationale: This alternate maintains two northbound lanes and one southbound lane for the entire duration of construction. Three stages would be required with this alternative. Traffic would be shifted to two-lanes in the northbound direction and one-lane in the southbound direction on the south side of the existing bridge while the northern portion of the bridge is removed allowing room to construct a portion of the new bridge. In the second stage, the two northbound lanes would be shifted to the south side of the existing bridge and one southbound lane would be maintained on the newly constructed portion on the north side while the middle portion of the bridge is demolished and reconstructed. Stage three would maintain two northbound lanes and one southbound lane on the north side of the newly constructed portion of the bridge while the south side of the existing bridge is demolished and reconstructed. This alternative was not chosen because of the construction cost and the time to construct three stages of the proposed bridge.			

***ROW Cost have been requested from GDOT 1/23/2018*

Alternative 2: Replace the existing bridge at the existing location utilizing stage construction of the proposed bridge maintaining one-lane of traffic in each direction.			
Estimated Property Impacts:	**9 parcels**	**Estimated Total Cost:**	**$19,622,142.16**
Estimated ROW Cost:	**TBD****	**Estimated CST Time:**	**24 Months**
Rationale: This alternate maintains one lane of traffic in each direction for the entire duration of construction. Two stages would be required with this alternative. Traffic would be shifted to one-lane in each direction on the south side of the existing bridge while the northern portion of the bridge is removed allowing room to construct a portion of the new bridge. In the second stage, traffic will be shifted to the newly constructed bridge section while the southern portion of the existing bridge is removed and then reconstructed. This alternative was not chosen because it could experience traffic congestion for the entire duration of the project with only one lane in each direction being maintained.			

***ROW Cost have been requested from GDOT 1/23/2018*

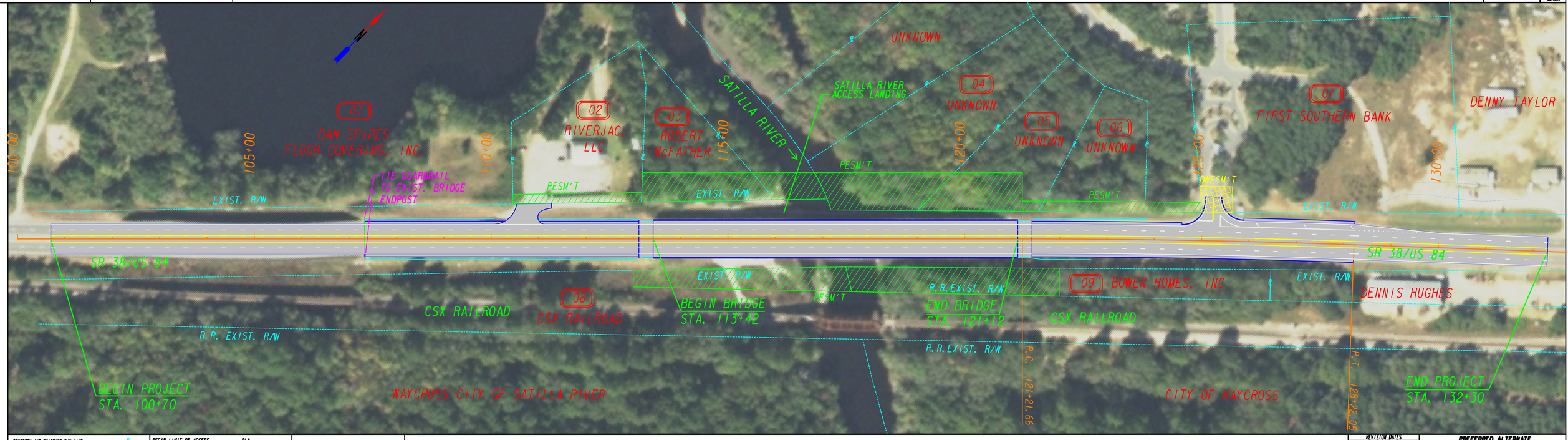
Alternative 3: Replace the existing bridge at the existing location utilizing stage construction of the proposed bridge maintaining two 10-foot northbound lanes and two 10-foot southbound lanes.			
Estimated Property Impacts:	**9 parcels**	**Estimated Total Cost:**	**$20,289,829.29**
Estimated ROW Cost:	**TBD****	**Estimated CST Time:**	**30 Months**
Rationale: This alternate maintains two 10-foot northbound lanes and two 10-foot southbound lanes separated by a temporary concrete barrier with no shy-line provided for the first stage. Three stages would be required with this alternative. The first stage would shift traffic to the south side of the existing bridge while the northern portion of the existing bridge is removed. Once a portion of the proposed bridge is constructed, two lanes would be shifted onto it while two lanes would remain on the existing southern portion. Stage two would remove a portion of the center of the existing bridge and then reconstruct it from the top down. Stage three would accommodate four lanes on the northern portion of the new bridge with no shy-line while the rest of the southern portion is removed and reconstructed. This alternative was not chosen because of the narrow lanes during construction, the construction time, and the construction costs.			

***ROW Cost have been requested from GDOT 1/23/2018*

Additional Comments/ Information: N/A

LIST OF ATTACHMENTS/SUPPORTING DATA

1. Concept Layout
2. Typical sections
3. Cost Estimates
    a. Contigency Summary
    b. CES Cost Estimate
    c. Completed Fuel and Asphalt Price Adjustment Forms
    d. Preliminary Utility Estimate
    e. Preliminary Right of Way Cost Estimate (pending)
    f. Mitigation Cost
4. Traffic assignment
5. Concept Team Meeting Minutes
6. Bridge Inventory Sheets
7. MS4



PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)

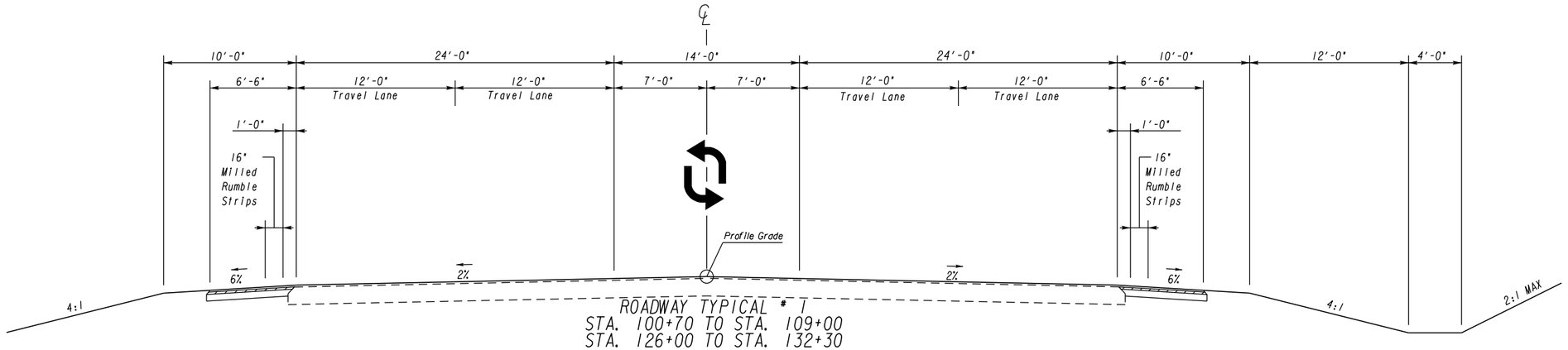
SCALE IN FEET
0 50 100 200

S.R. 38/U.S. 84 AT SATILLA RIVER IN SUNNYSIDE
P.I. NO.:0013605
WARE COUNTY

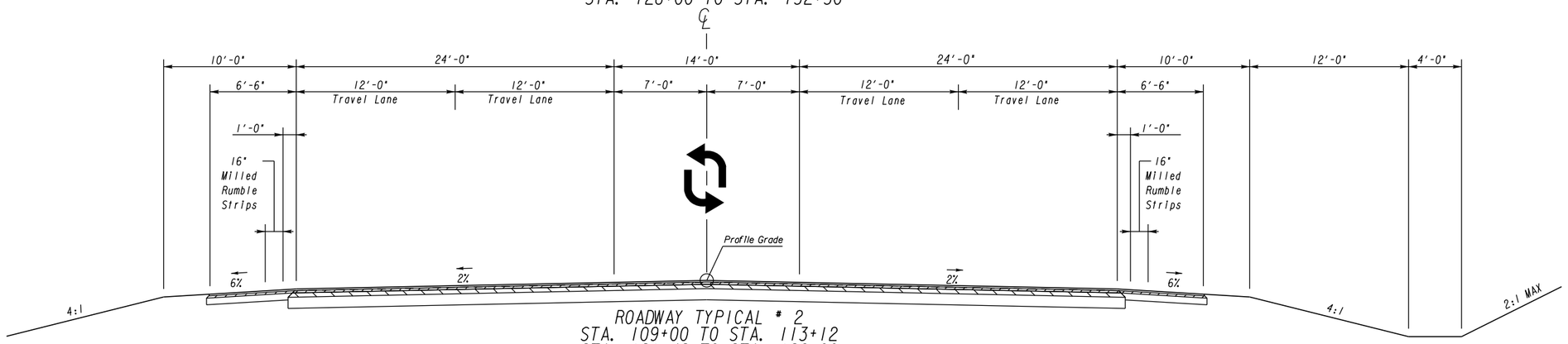
REVISION DATES

PREFERRED ALTERNATE

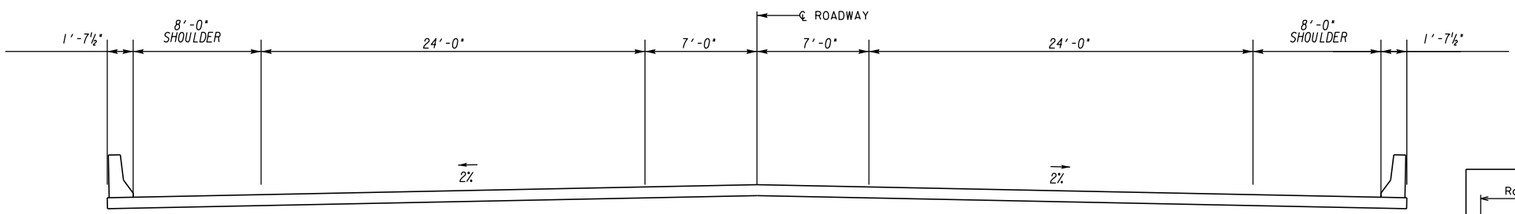
CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	13-0001
CORRECTED:	DATE:	
VERIFIED:	DATE:	



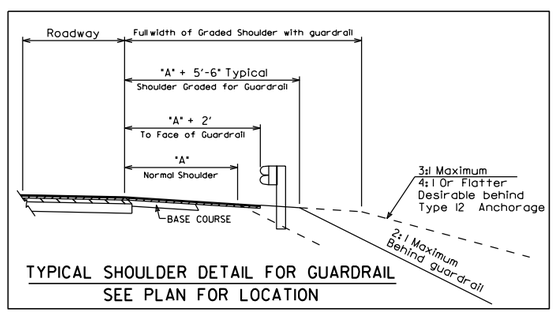
ROADWAY TYPICAL # 1
STA. 100+70 TO STA. 109+00
STA. 126+00 TO STA. 132+30



ROADWAY TYPICAL # 2
STA. 109+00 TO STA. 113+12
STA. 121+42 TO STA. 126+00



BRIDGE TYPICAL



TYPICAL SHOULDER DETAIL FOR GUARDRAIL
SEE PLAN FOR LOCATION

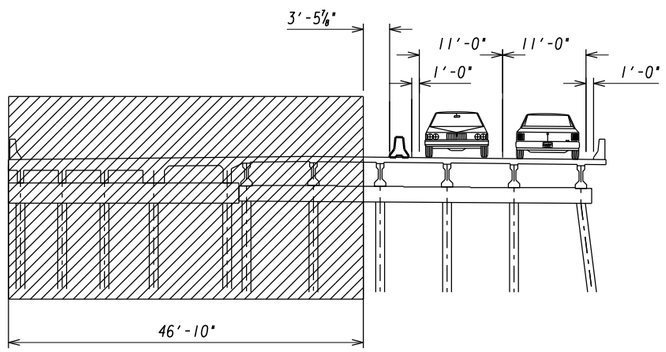
REVISION DATES		

TYPICAL SECTIONS

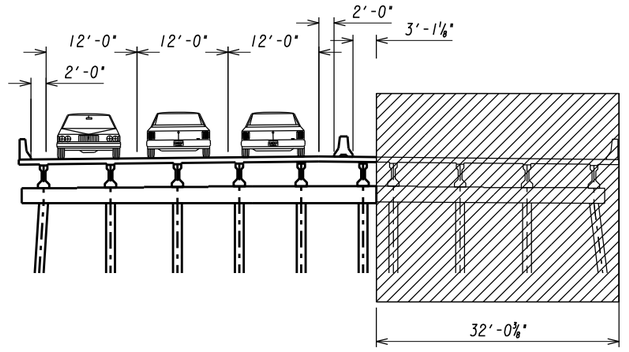
CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		05-0001
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

SPANS 1-11 AND 16-25

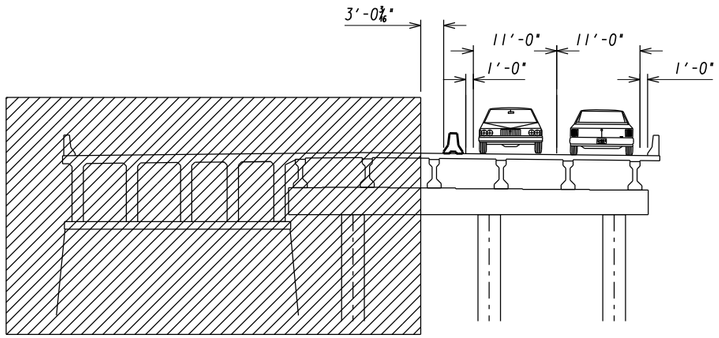


STAGE 1 - DEMO/CONSTRUCTION ON NORTH SIDE

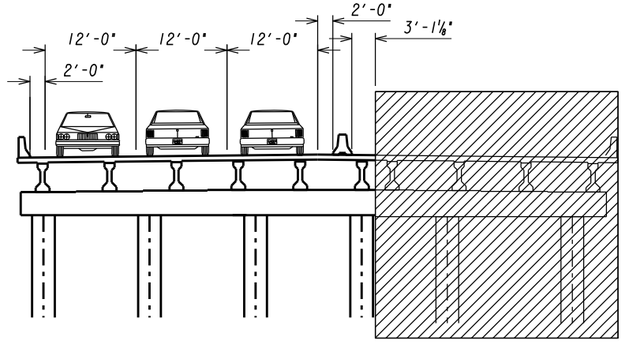


STAGE 2 - DEMO/CONSTRUCTION ON SOUTH SIDE

SPANS 12-15



STAGE 1 - DEMO/CONSTRUCTION ON NORTH SIDE



STAGE 2 - DEMO/CONSTRUCTION ON SOUTH SIDE

SCALE
1" = 20'

AREA TO BE REMOVED

REVISION DATES

TYPICAL SECTIONS

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		05-0002
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. **0013605** **OFFICE** Program Delivery

PROJECT DESCRIPTION
Replacement of SR 38/US 84 bridge at the Satilla River in Sunnyside

DATE March 13, 2018

From: Kimberly Nesbitt, State Program Delivery Administrator

To: Lisa L. Myers, State Project Review Engineer
via Email Mailbox: **CostEstimatesandUpdates@dot.ga.gov**

Subject: REVISIONS TO PROGRAMMED COSTS

PROJECT MANAGER Aghdas Ghazi

MGMT LET DATE 3/15/2021

MGMT ROW DATE 11/15/2019

PROGRAMMED COSTS (TPro W/OUT INFLATION)			**LAST ESTIMATE UPDATE**	
CONSTRUCTION	**$**	8,400,000.00	DATE	5/8/2017
RIGHT OF WAY	**$**	250,000.00	DATE	5/8/2017
UTILITIES	**$**		DATE	

REVISED COST ESTIMATES

CONSTRUCTION*	**$**	18,903,742.16
RIGHT OF WAY	**$**	TBD**
UTILITIES	**$**	168,400.00

*Cost Contains **15** % Contingency

REASONS FOR COST INCREASE AND CONTINGENCY JUSTIFICATION:

Project is in early concept phase. Cost increase is due to stage construction of the bridge which increased square foot cost of the bridge. A more refined cost estimate will be developed once plans are in preliminary phase.

CONTINGENCY SUMMARY

A.	**CONSTRUCTION COST ESTIMATE:**	$ 15,611,176.82	Base Estimate From CES		
B.	**ENGINEERING AND INSPECTION (E & I):**	$ 780,558.84	Base Estimate (A) x	**5**	%
C.	**CONTINGENCY:**	$ 2,458,760.35	Base Estimate (A) + E & I (B) x	**15**	%
			See % Table in "Risk Based Cost Estimation" Memo		
D.	**TOTAL LIQUID AC ADJUSTMENT:**	$ 53,246.15	Total From Liquid AC Spreadsheet		
E.	**CONSTRUCTION TOTAL:**	$ **18,903,742.16**	(A + B + C + D = E)		

REIMBURSABLE UTILTY COSTS

UTILITY OWNER	REIMBURSABLE COST
Georgia Power Distribution	$ 120,000.00
CSX Railroad	$ 48,400.00
TOTAL	**$ 168,400.00**

ATTACHMENTS: (File Copy in the Project Cost Estimate Folder)

Detailed Cost Estimate Printout From TRAQS
Liquid AC Adjustment Spreadsheet

Consultant Validation of Final QC/QA for Construction Cost Estimate Used in This Revision To Programmed Costs

COMPANY NAME:	Holt Consulting Company, LLC

VALIDATION OF FINAL QC/QA

PRINTED NAME:	Brad Gowen
TITLE:	PM
SIGNATURE:	
DATE:	3/13/2018

JOB ESTIMATE REPORT

JOB NUMBER : 0013605 SPEC YEAR: 13
DESCRIPTION: SR 38 (US 84) AT SATILLA RIVER BRIDGE REPLACEMENT

ITEMS FOR JOB 0013605

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	150-1000		LS	TRAFFIC CONTROL - 0013605	1.000	100000.00	100000.00
0014	150-5010		EA	TRAF CTRL,PORTABLE IMPACT ATTN	4.000	8423.19	33692.78
0015	153-1300		EA	FIELD ENGINEERS OFFICE TP 3	1.000	96174.24	96174.25
0020	163-0232		AC	TEMPORARY GRASSING	3.000	71.22	213.69
0025	163-0240		TN	MULCH	74.000	259.89	19231.87
0030	163-0300		EA	CONSTRUCTION EXIT	2.000	1739.46	3478.93
0040	163-0520		LF	CONSTR AND REMOVE TEMP PIPE SLOPE DRAIN	700.000	19.18	13430.47
0045	163-0527		EA	CNST/REM RIP RAP CKDM,STN P RIPRAP/SN BG	10.000	417.54	4175.40
0050	163-0541		EA	CONSTR & REM ROCK FILTER DAMS	4.000	789.70	3158.83
0055	163-0550		EA	CONS & REM INLET SEDIMENT TRAP	6.000	246.87	1481.22
0065	165-0030		LF	MAINT OF TEMP SILT FENCE, TP C	2200.000	0.94	2080.32
0070	165-0041		LF	MAINT OF CHECK DAMS - ALL TYPES	100.000	3.73	373.17
0074	165-0050		LF	MAINT OF SILT RETENTION BARRIER	250.000	0.96	240.08
0080	165-0101		EA	MAINT OF CONST EXIT	2.000	634.56	1269.14
0085	165-0105		EA	MAINT OF INLET SEDIMENT TRAP	6.000	70.75	424.53
0090	165-0110		EA	MAINT OF ROCK FILTER DAM	4.000	310.82	1243.29
0095	167-1000		EA	WATER QUALITY MONITORING AND SAMPLING	4.000	433.32	1733.31
0100	167-1500		MO	WATER QUALITY INSPECTIONS	24.000	795.11	19082.64
0105	170-1000		LF	FLOAT SILT RETENTION BARRIER	500.000	19.87	9939.14
0115	171-0030		LF	TEMPORARY SILT FENCE, TYPE C	4400.000	4.43	19513.03
0120	210-0100		LS	GRADING COMPLETE - 0013605	1.000	500000.00	500000.00
0130	318-3000		TN	AGGR SURF CRS	200.000	35.44	7089.50
0135	402-4510		TN	RECYL AC 12.5 MM SP,GP2ONLY,INC P-MBM&HL	1550.000	87.83	136137.60
0140	402-3190		TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	930.000	92.00	85562.38
0145	402-3121		TN	RECYL AC 25MM SP,GP1/2,BM&HL	1680.000	87.20	146497.48
0150	413-0750		GL	TACK COAT	1240.000	3.44	4272.82
0155	432-0206		SY	MILL ASPH CONC PVMT/ 1.50 DEP	10440.000	3.76	39307.02
0160	433-1000		SY	REINF CONC APPROACH SLAB	530.000	184.50	97786.98
0170	441-0301		EA	CONC SPILLWAY, TP 1	4.000	2201.20	8804.80
0180	456-2015		GLM	INDENT. RUMB. STRIPS - GRND-IN-PL (SKIP)	1.000	4760.37	4760.37
0185	540-1101		LS	REM OF EX BR, STA NO - 117+00	1.000	3833934.00	3833934.00
0190	543-9000		LS	CONSTR OF BRIDGE COMPLETE - 1	1.000	10010000.00	10010000.00
0200	550-2180		LF	SIDE DR PIPE 18,H 1-10	100.000	33.01	3301.55
0205	550-3518		EA	SAFETY END SECTION 18,STD,6:1	2.000	670.54	1341.09
0220	603-2181		SY	STN DUMPED RIP RAP, TP 3, 18	36.000	80.43	2895.56
0225	603-7000		SY	PLASTIC FILTER FABRIC	36.000	5.04	181.73
0230	620-0100		LF	TEMP BARRIER, METHOD NO. 1	740.000	34.82	25769.24
0235	620-0200		LF	TEMP BARRIER, METHOD NO. 2	1540.000	23.40	36042.10

JOB ESTIMATE REPORT

0245	636-1033	SF	HWY SIGNS, TP1MAT,REFL SH TP 9	10.000	20.32	203.23
0250	636-1036	SF	HWY SGN,TP1MAT,REFL SH TP 11	40.000	21.25	850.14
0265	636-2070	LF	GALV STEEL POSTS, TP 7	100.000	8.51	851.85
0270	641-1100	LF	GUARDRAIL, TP T	124.000	66.76	8278.25
0275	641-1200	LF	GUARDRAIL, TP W	1335.000	19.63	26212.43
0280	641-5001	EA	GUARDRAIL ANCHORAGE, TP 1	2.000	1054.83	2109.67
0290	641-5015	EACH	GUARDRL ANCHOR, TP 12A, 31 IN, TANG, E/A	2.000	2320.82	4641.66
0294	643-8200	LF	BARRIER FENCE (ORANGE), 4 FT	1000.000	2.03	2035.76
0295	653-1501	LF	THERMO SOLID TRAF ST 5 IN, WHI	5084.000	0.64	3265.10
0300	653-1502	LF	THERMO SOLID TRAF ST, 5 IN YEL	3844.000	0.64	2487.88
0304	653-0120	EA	THERM PVMT MARK, ARROW, TP 2	3.000	95.70	287.12
0305	653-1704	LF	THERM SOLID TRAF STRIPE,24,WH	34.000	8.74	297.42
0310	653-3501	GLF	THERMO SKIP TRAF ST, 5 IN, WHI	3924.000	0.38	1523.02
0315	653-3502	GLF	THERMO SKIP TRAF ST, 5 IN, YEL	3744.000	0.32	1216.43
0319	653-6004	SY	THERM TRAF STRIPING, WHITE	42.000	5.27	221.50
0320	654-1001	EA	RAISED PVMT MARKERS TP 1	423.000	3.69	1563.50
0325	654-1003	EA	RAISED PVMT MARKERS TP 3	433.000	3.76	1628.98
0330	657-1085	LF	PRF PL SD PVT MKG,8,B/W,TP PB	1600.000	6.96	11145.87
0335	657-3085	GLF	PRF PL SK PVMT MKG,8,B/W,TPPB	1600.000	4.88	7813.65
0340	657-3086	GLF	FPR PL SK PVMT MKG,8,B/Y,TPPB	1600.000	5.47	8756.91
0345	657-6085	LF	PRF PL SD PVMT MKG,8,B/Y,TPPB	1600.000	6.98	11171.39
0350	668-2100	EA	DROP INLET, GP 1	2.000	2695.06	5390.14
0355	700-6910	AC	PERMANENT GRASSING	5.000	483.47	2417.37
0360	700-7000	TN	AGRICULTURAL LIME	15.000	11.46	171.99
0365	700-8000	TN	FERTILIZER MIXED GRADE	4.000	713.34	2853.37
0370	700-8100	LB	FERTILIZER NITROGEN CONTENT	250.000	4.11	1029.11
0375	716-2000	SY	EROSION CONTROL MATS, SLOPES	1000.000	2.51	2513.33
0380	711-0100	SY	TURF REINFORCING MATTING, TP 1	460.000	4.30	1979.19
0385	632-0003	EA	CHANGEABLE MESS SIGN,PORT,TP 3	2.000	9656.36	19312.73
0390	310-5060	SY	GR AGGR BS CRS 6IN INCL MATL	2295.000	20.86	47885.63
0395	310-5120	SY	GR AGGR BS CRS 12IN INCL MATL	6095.000	25.66	156441.89

ITEM TOTAL	15611176.81
INFLATED ITEM TOTAL	15611176.82

TOTALS FOR JOB 0013605

ESTIMATED COST:	15611176.82
CONTINGENCY PERCENT (0.0):	0.00
ESTIMATED TOTAL:	15611176.82

PROJ. NO.		CALL NO.
P.I. NO.	0013605	
DATE	3/13/2018	

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Mar-18	$ 2.431
DIESEL		$ 2.910
LIQUID AC		$ 416.00

Link to Fuel and AC Index:
http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx

LIQUID AC ADJUSTMENTS

PA=[((APM-APL)/APL)]xTMTxAPL

Asphalt

Price Adjustment (PA)				**51916.8**	**$ 51,916.80**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$	665.60	
Monthly Asphalt Cement Price month project let (APL)			$	416.00	
Total Monthly Tonnage of asphalt cement (TMT)				208	

ASPHALT	Tons	%AC	AC ton
Leveling		5.0%	0
12.5 OGFC		5.0%	0
12.5 mm	1550	5.0%	77.5
9.5 mm SP		5.0%	0
25 mm SP	1680	5.0%	84
19 mm SP	930	5.0%	46.5
	4160		**208**

BITUMINOUS TACK COAT

Price Adjustment (PA)			**$**	**1,329.35**	**$ 1,329.35**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$	665.60	
Monthly Asphalt Cement Price month project let (APL)			$	416.00	
Total Monthly Tonnage of asphalt cement (TMT)				5.325925143	

Bitum Tack Gals	gals/ton	tons
1240	232.8234	5.32592514

PROJ. NO.					CALL NO.		
P.I. NO.	0013605						
DATE	3/13/2018						

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)				**0**	**$ -**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$	665.60	
Monthly Asphalt Cement Price month project let (APL)			$	416.00	
Total Monthly Tonnage of asphalt cement (TMT)				0	

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.		0.20	0	232.8234	0
Double Surf.Trmt.		0.44	0	232.8234	0
Triple Surf. Trmt		0.71	0	232.8234	0
					0

TOTAL LIQUID AC ADJUSTMENT	**$**	**53,246.15**

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: PI No. 0013605, Ware County
SR 38/US 84 @ Satilla River in
Sunnyside

OFFICE: District 5, Utilities

DATE: January 16, 2018

FROM: Dallory Rozier, District Utilities Manager

TO: Aghdas Ghazi, Project Manager

SUBJECT: **PRELIMINARY UTILITY COST ESTIMATE**

A review of utilities located on the above referenced project has been conducted without a design concept. Listed below is a breakdown of the anticipated reimbursable and non-reimbursable cost.

Utility Owner	Reimbursable	Non-Reimbursable	Estimate Based on
Atlanta Gas Light		**$60,000.00**	
Alma Telephone Co.		**$15,000.00**	
ATT		**$15,000.00**	
City of Waycross Water	**$0.00**	**$0.00**	
City of Waycross Sewer	**$0.00**	**$0.00**	
GA Power Company-Distribution	**$120,000.00**		
Unity Fiber (formally Tower Cloud)		**$15,000.00**	
Total 0.00%	**$120,000.00**	**$105,000.00**	
Department Responsibility 100.00%	**$120,000.00**	**$ 0.00**	
Local Sponsor Responsibility 0.00%	**$0.00**	**$ 0.00**	**PFA Dated N/A with N/A**

** Indicates Potential Utility Aid Request from Local Gov't

Estimate is based on the best available information at the current stage, unforeseen prior rights information may be provided by the Utility Company at a later date that could cause some non-reimbursable costs to shift to the reimbursable cost column.

If additional information is needed, please contact Leslie Dubberly at 912-530-4404.

cc: Patrick Allen, P.E., State Utilities Manager
Kerry Gore, Assistant State Utilities Administrator
Yulonda Pride-Foster, Utilities Preconstruction Manager
Stevonn Dilligard, Utilities Preconstruction Specialist
Tonia Hinton, Utilities Preconstruction Specialist
Vahid Munshi, Management Specialist

Original Version: May 24, 2013

The following utilities have facilities within the project limits. Utilities have been located using Georgia811 and/or field visits.

Existing Facilties/Appurtenances	Approximate Limits (Station/Offset)	Reimbursable cost (est.)	Non-reimbursable cost (est.)	Facilities to Avoid (Station/Offset)	Facility Retention Recommended	Comments
Atlanta Gas Light	Total project limits		**$60,000.00**			attached to bridge
Alma Telephone Co.	Total project limits		**$15,000.00**			
ATT	Total project limits		**$15,000.00**			
City of Waycross sewer	Total project limits		**$35,000.00**			
GA Power Co-Distribution	Total project limits	**$120,000.00**				
Unity Fiber	Total project limits		**$15,000.00**			

Original Version: May 24, 2013

Concept Utility Report

Project Number: 0013605 **District:** 5

County: Ware **Prepared by:** Leslie Dubberly

P.I. # 0013605 **Date:** 2-5-18

Project Description: SR 38/US 84 @ Satilla River in Sunnyside

The information provided herein has been gathered from Georgia811and/or field visits and serves as an estimate. Nothing contained in this report is to be used as a substitute for 1st Submission or SUE.

Are SUE services recommended? No Level: ☐A ☐B ☐C ☐D

Public Interest Determination (PID): ☐ Automatic ☐ Mandatory ☐ Consideration

☒ No Use ☐ Exempt

Is a separate utility funding phase recommended? N/A

Existing Facilities: Atlanta Gas Light, Alma Telephone Co., AT&T, City of Waycross Sewer, GA Power Company-Distribution, Unity Fiber

Potential Project (Schedule/Budget) Impacts: N/A

Capital Improvement Projects (Utilities) Anticipated in the Area: N/A

Project Specific Recommendations for Avoidance/Mitigation: N/A

Right of Way Coordination Concerns: N/A

Environmental Coordination: N/A

Additional Remarks: N/A

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: **PI #0013605, Ware County** **OFFICE: State Utilities Office**

FROM: Jill Franks for: **Patrick Allen, State Utilities Administrator** **DATE: February 28, 2018**

TO: Kimberly Nesbitt, State Program Delivery Administrator
Attn: Aghdas Ghazi, Project Manager

SUBJECT: **PRELIMINARY RAILROAD COST FOR SURFACE WORK (CONCEPT ESTIMATE)**

A review of railroads located within the project limits on the above referenced project has been conducted based on the proposed concept report. Listed below is a breakdown of the estimated railroad costs:

FACILITY OWNER	NON-REIMBURSABLE	REIMBURSABLE
CSX Transportation, Inc.		
– P.E. review cost for Parallel project	**$0.00**	**$ 25,000.00-GDOT**
– Const. inspection cost for Parallel project	**$0.00**	**$ 23,400.00-GDOT**
Total Reimbursement Cost:	**$0.00**	**$ 48,400.00**

Total railroad surface work reimbursable cost for the above project is estimated to be:

$48,400.00

Please note that this amount does not include other reimbursable utility costs that may be associated with this project. This project is GDOT funded.

If you have any questions, please contact Jill Franks, (404) 631-1370, jfranks@dot.ga.gov or Marcela Coll, (404)631-1372 mcoll@dot.ga.gov.

PA:jlf

cc: Yulonda Pride-Foster, Utilities Preconstruction Manager
Angela Robinson, State Financial Management Administrator
Dallory Rozier, District 5 Utilities Manager
Kevin Cowan, Utilities Railroad Crossing Manager

Brad Gowen

From: Westberry, Lisa <lwestberry@dot.ga.gov>
Sent: Wednesday, March 14, 2018 5:01 PM
To: Ghazi, Aghdas; Brad Gowen
Cc: Priger, Kaelin M
Subject: P.I. 0013605, Ware/Pierce Counties - Estimated Mitigation Cost for Concept Report

Aghdas/Brad,

As requested, the estimated mitigation costs for the subject project is **$50,000**. This was based on a review of aerial photography, NWI mapping, and NRCS soil surveys and not an actual field verification. The total cost of mitigation credits could remain the same or be higher once the ecology field survey is complete.

If you should have any questions or need any additional information, please do not hesitate to contact me.

Thank you,

Lisa Westberry | **Special Projects Coordinator** | **Office of Environmental Services** | **600 West Peachtree Street, NW** | **Atlanta, GA 30308** | **404-631-1772**

Department of Transportation
State of Georgia

INTERDEPARTMENT CORRESPONDENCE

FILE Ware County
P.I. # 0013605

OFFICE Planning

DATE March 2, 2018

FROM Cynthia L. VanDyke, State Transportation Planning Administrator

TO Kimberly Nesbitt, State Program Delivery Administrator
Attention: Aghdas Ghazi

SUBJECT **Design Traffic Forecasts** for SR 38/US 84 @ SATILLA RIVER IN SUNNYSIDE

Per request, we have reviewed the consultant's design traffic forecasts for the above project. Based on the information furnished, we find the design traffic forecasts to be satisfactory, and the design traffic forecasting task to be complete for the above project. The reviewed and approved design traffic diagrams for the above project is within the approved attached traffic forecasting methodology document. Also, the reviewed and approved design traffic forecast for the above project is as follows:

BRIDGE ID # 299-0013-0

Build = No Build	2017 (Existing Year)	2023 (Base Year)	2025 (Base Year +2)	2043 (Design Year)	2045 (Design Year + 2)
AADT	22500	23200	23400	25600	25850
DHV (AM/PM)	1800/ 2025	1855/ 2085	1875/ 2110	2050/ 2305	2070/ 2325
K% (AM/PM)	8.0%/ 9.0%	Same as Existing Year			
D% (AM/PM)	68.5%/ 60.0%				
24 HR. T% - S.U.	16.0%				
24 HR. T% - COMB.	5.0%				
24 HR. T% - TOTAL	21.0%				
T% - S.U. (AM/PM)	16.0%/ 15.5%				
T% - COMB. (AM/PM)	4.0%/ 4.0%				
T% - TOTAL (AM/PM)	20.0%/ 19.5%				

If you have any questions concerning this information, please contact Andre Washington at 404-631-1925.

Andre Washington
Office Of Planning
5th Floor, One Georgia Center
404-631-1925

CLV/AMW

February 1, 2018 Concept Team Meeting Minutes

PI No. 0013605

TO: All attendees

FROM: Brad Gowen

Meeting Date: February 1, 2018

RE: PI 0013605 SR 38/US 84 at Satilla River Bridge Replacement in Sunnyside

Location: Waycross Area Office – 104 N. Nichols Street, Waycross, GA

Purpose: Concept Team Meeting

I. WELCOME

II. INTRODUCTIONS – ATTENDEES INCLUDE:

Aghdas Ghazi, GDOT OPD

Brad Gowen, Holt Consulting

Troy Pittman, GDOT Preconstruction

Brandan McDaniel, GDOT Construction

Jerome Sheffield, GDOT Construction

Mark Shuman, GDOT Construction

Dusty Mercer, GDOT Construction

Michael Brooks, Ware County

Becky Simmons, GDOT Utilities

Joey White, Atlanta Gas Light

Brian Adams, Heath and Lineback Engineers

Rex Walker, ATC Broadband

Buddy Covington, KEA Group

Doug Hart, KEA Group

Ron Smith, KEA Group

William Eastin, GDOT Planning

Valencia Carter, GDOT ROW

Adrienne Conley, GDOT Ecology

Ryan Perry, GDOT NEPA

Kaelin Priger, GDOT NEPA

- Aghdas Ghazi gave a brief project description and then turned the meeting over to Brad Gowen to go through the Concept Report.
- Brad Gowen described the need and purpose of the project as being a bridge replacement project due to the weight restrictions and the structural integrity of the existing bridge. He proceeded to go through the different aspects of the Concept Report.
- Level D SUE is underway in the first Task Order.
- Becky Simmons stated that the District Utilities does not want SUE for the remaining Task Orders.
- Troy Pittman recommended to add the 4-lane staging alternate that was presented at the meeting to the Concept Report.
- Troy Pittman mentioned the weight restrictions on the northside where the original bridge was constructed.
- Brian Adams stated that the four-lane option would shift traffic to the southern side so the northern side where the older portion of the bridge could be removed in the 1st stage.
- Brian Adams stated the ideal place to cut the bridge longitudinally is where the bridge was widened in 1980.
- Troy Pittman stated that the four-lane option with 10-foot lanes with no shy-line would need to be debated versus the alternate where traffic would be reduced to one lane in each direction.
- Troy Pittman stated that GDOT may prefer additional bridge width to provide some additional width for staging the four-lane option. The Bridge Office would have to provide some feedback.
- Jerome Sheffield asked where the cut line that is shown up top correlates to the substructure? Brian Adams stated the traffic would be pushed over to the widened bridge which is the three column concrete bents and the older portion of the bridge that has the wall bents would be removed in stage 1.
- Jerome Sheffield stated that the footings adjacent to the wall bents (the four bents that are in the river have seal concrete). They are on pile footings.
- Brian Adams stated that with the four-lane option that the construction would likely be top down construction for stage 2 and 3 unless cranes have access to the railroad side of the bridge for stage 3.
- Brian Adams stated in would probably be 6-9 months for the first stage for the four-lane option (10-foot wide lanes with no shy-line.)
- Jerome Sheffield recommended that the DNR boat ramp would need to be closed during construction.
- Brad Gowen is to check whether a variance is required for the 14' flush median based on the functional classification and amount of traffic.
- Brad Gowen stated the railroad is considered historic. Currently the preferred alternate shows easement within the railroad r/w but this would not be considered an adverse affect.
- Brian Adams stated that the contractor would probably prefer to use the boat ramp for access to the river.
- Jerome Sheffield stated that the contractor's laydown area will be limited during construction.
- Joey White stated he had some concerns with the bridge construction and how it may affect the gas line.
- Brad Gowen stated the proposed centerline would need to go back where the existing center line current is due to the proximity of the overflow bridge to the south. A shifted alignment is not feasible.
- Brad Gowen stated that the paving quantities are based on milling and inlaying the existing at the tie-ins to account for the temporary striping (traffic shifts) that would be needed during the traffic control of the project.

- Jerome Sheffield asked about the proposed bents and how they would line up with the existing?
- Brian Adams stated that the approach would be possibly 50-foot spans to straddle the existing 25-foot spans. The existing span at the river is 75 feet. A reasonable maximum span for the river would be around 140 feet. The conflicts between the existing and the proposed footings would be studied in Preliminary Plans.
- Jerome Sheffield asked if there will be any environmental restrictions due to species and plants.
- Adrienne Conley stated that the Satilla River is critical habitat for Atlantic Sturgeon, so ecology would need to work out a special provision for times that construction could take place.
- Troy Pittman asked what type of substructure is anticipated?
- Brian Adams stated that some type of driven pile is likely.
- Ryan Perry stated that we would have to coordinate with the locals that have jurisdiction over the boat ramp and work out an agreement that they would sign and acknowledge no adverse De minimis impacts to the resource. (4f)
- Troy Pittman stated that after construction was complete that the boat ramp would need to be restored.
- Jerome Sheffield asked if the boat ramp/driveway was access for the railroad.
- The Plans would need to address that the contractor maintains access for the railroad during construction.
- Ga Power Distribution will have to relocate their facilities.
- Brian Adams stated that due to the hydraulics that the profile may need to be raised some.
- Troy Pittman is to send comments in reference to the staging options to Aghdas Ghazi.
- William Eastin asked about updating the cost estimate due to the difference in cost between the programmed cost in TPro and the concept report cost estimate. The ROW and Utility cost are likely to increase too.
- Mark Shuman recommended a possible three lane staging-2 lanes NB and 1 lane SB. This alternate will also be added to the Concept Report.
- Ryan Perry stated that Informal Section 7 coordination with National Marine Fisheries for the Atlantic Sturgeon will be required which will likely take 6-12 months.
- Ryan Perry stated to be mindful of the 4f impacts to boat ramp and make sure the Environmental sub-consultant is scoped to do a 4f evaluation.
- District Utilities stated that all power is to be shown reimbursable on the preliminary cost estimate. GA Power will claim prior rights on every project, but we won't have any documents to review for approval/decline until 2nd submission. For EMC's we should have a more definite estimate once we receive plans that we can provide them.

Bridge Inventory Data Listing Georgia Department of Transportation

Processed Date:9/12/2017

Parameters: Bridge Serial Number

Bridge Serial Number: 299-0013-0 **County: Ware** **SUFF. RATING: 50.5**

Location & Geography

Structure ID:	299-0013-0
200 Bridge Information:	06
*6 Feature Intersected:	SATILLA RIVER
*7A Route Number Carried:	SR00038
*7B Facility Carried:	SR 38 - US 84
9 Location:	2.5 MI E OF WAYCROSS
2 GDOT District:	4841500000 - D5 District Five Jesup
*91 Inspection Frequency:	24 Date: 11/18/2015
92A Fracture Critical Insp. Freq:	0 Date: 02/01/1901
92B Underwater Insp Freq:	60 Date: 02/01/2017
92C Other Spc. Insp Freq:	0 Date: 02/01/1901
* 4 Place Code:	00000
*5A Inventory Route(O/U):	1
5B Route Type:	2 - U.S. Numbered
5C Service Designation:	1- Mainline
5D Route Number:	00084
5E Directional Suffix:	0. Not applicable
*16 Latitude:	31 - 14.3142
*17 Longtitude:	82 - 19.3710
98A Border Bridge:	0 98B: GA% 00
99 ID Number:	000000000000000
*100 STRAHNET:	2- The Feature is on a Non-Interstate STRAHNET route.
12 Base Highway Network:	Yes
13A LRS Inventory Route:	2991003800
13B Sub Inventory Route:	0
101 Parallel Structure:	N. No parallel structure exists
*102 Direction of Traffic:	2- Two Way
*264 Road Inventory Mile Post:	21.35
*208 Inspection Area:	Area 05
*104 Highway System:	1-Inventory Route is on the NHS
*26 Functional Classification:	14- Urban - Other Principal Arterial
*204A Federal Route Type:	F - Primary.
*204B Federal Route Number:	00263
105 Federal Lands Highway:	0. Not applicable
*110 Truck Route:	1- The Feature is part of the National Network For Trucks
217 Benchmark Elevation:	0000.00
* Location ID No:	299-00038D-021.31E

218 Datum:	0- Not Applicable
*19 Bypass Length:	19
*20 Toll:	3- On a Free Road or Non-Highway
*21 Maintenance Responsibility:	01-State Highway Agency.
*22 Owner:	01-State Highway Agency.
*31 Design Load:	2- H 15
37 Historical Significance:	5- Not eligible for the National Register of Historic Places
205 Congressional District:	001
27 Year Constructed:	1923
106 Year Reconsrtucted:	1982
33 Bridge Median:	0-None
34 Skew:	0
35 Structure Flared:	No
38 Navigation Control:	0- Navigation is not controlled by an Agency
213 Special Steel Design:	0- Not applicable or other
267A Type Paint Super Structure:	0- Not Applicable. Year : 0000
267B Type Paint Sub Structure:	0- Not Applicable Year : 0000
*42A Type of Service On:	1-Highway
*42B Type of Service Under:	5-Waterway
214A Movable Bridge:	0
214B Operator on Duty:	0
203 Type Bridge:	O - Multiple combinations (be sure the different types are on file). O. Concrete O. Concrete O. Concrete
259 Pile Encasement:	3
*43A Structure Type Main material:	2-Concrete (Continuous)
*43B Structure Type Main Type:	4-Tee Beam
45 Number of Main Spans:	25
44 Structure Type Approach:	A:0- Other B: 0- Other
46 Number of Approach Spans:	0
226 Bridge Curve:	A: Vertical: YesB: Horizontal: No
111 Pier Protection:	N - Navigation Control item coded 0, or Feature not a waterway
107 Deck Structure Type:	1 - C-I-P Portland Cement Concrete - Epoxy Coated Rebars
108A Wearing Surface Type:	6. Bituminous
108B Membrane Type:	8. Unknown
108C Deck Protection:	8. Unknown
265 Underwater Inspection Area:	1

Signs & Attachments

225 Expansion Joint Type:	02- Open or sealed concrete joint (silicone sealant).
242 Deck Drains:	1- Open Scuppers.
243A Parapet Location:	0- None present.
243B Parapet Height:	0.00
243C Parapet Width:	0.00
238A Curb Height:	0.0
238B Curb Material:	0- None.
239A Handrail Left:	9- Concrete New Jersey Type Barrier.
239B Handrail Right:	9- Concrete New Jersey Type Barrier.
*240 Median Barrier Rail:	0- None.
241A Bridge Median Height:	0
241B Bridge Median Width:	0
*230A Guardrail Location Direction Rear:	6- Both sides, approach and continuous.
*230B Guardrail Location Direction Fwrd:	6- Both sides, approach and continuous.
*230C Guardrail Location Opposing Rear:	0- None.
*230D Guardrail Location Opposing Fwrd:	0- None.
244 Approach Slab:	3- Forward and Rear.
224 Retaining Wall:	0- None.
233 Posted Speed Limit:	55
236 Warning Sign:	No
234 Delineator:	Yes
235 Hazard Boards:	No
237A Gas:	32- Side Right.
237B Water:	00- Not Applicable
237C Electric:	00- Not Applicable
237D Telephone:	00- Not Applicable
237E Sewer:	00- Not Applicable
247A Lighting: Street:	No
247B Navigation:	No
247C Aerial:	No
*248 County Continuity No.:	00
36A Bridge Railings:	2- Inspected feature meets acceptable construction date standards.
36B Transition:	2- Inspected feature meets acceptable construction date standards.
36C Approach Guardrail:	2- Inspected feature meets acceptable construction date standards.
36D Approach Guardrail Ends:	2- Inspected feature meets acceptable construction date standards.

Bridge Inventory Data Listing Georgia Department of Transportation

Processed Date:9/12/2017

Bridge Serial Number: 299-0013-0

County: Ware

SUFF. RATING: 50.5

Programming Data

201 Project Number:	BHF-026-3 (23)
202 Plans Available:	4- Plans in InfoImage.
249 Proposed Project Number:	000000000000000000000000
250A Reconstruction Approval Status:	No
250B Route Approval Status:	No
250C Approval Status Definition:	0
250D Approval Status Federal:	0
251Project Identification Number:	0013605
252 Contract Date:	02/01/1901
260 Seismic Number:	00000
75A Type Work Proposed:	0- Not Applicable
75B Work Done by:	0- Initial Inventory
94 Bridge Improvement Cost:(X$1,000)	$00
95 Roadway Improvement Cost: (X$1,000)	$0
96 Total Improvement Cost: (X$1,000)	$0
76 Improvement Length:	0.0'
97 Year Improvement Cost Based On:	0
114 Future AADT:	31935
115 Future AADT Year:	2032

Hydraulic Data

113 Scour Critical:	U. No Load Rating; no scour critical data entered.
216A Water Depth:	13.9
216B Bridge Height:	20.5
222 Slope Protection:	1
221A Spur Dike Rear:	
221B Spur Dike Fwd:	
219 Fender System:	0- None.
220 Dolphin:	
223A Culvert Cover:	000
223B Culvert Type:	0- Not Applicable
223C Number of Barrels:	0
223D Barrel Width:	0.0
223E Barrel Height:	0.0
223F Culvert Length:	0.0
223G Culvert Apron:	0
39 Navigation Vertical Clearance:	0'
40 Navigation Horizontal Clearance:	0
116 Navigation Vertical Clear Closed:	0

Measurements:

*29 AADT:	21290
*30 AADT Year:	2012
109 % Truck Traffic:	8
* 28A Lanes On:	4
*28B Lanes Under:	0
210A Tracks On:	00
210B Tracks Under:	0
* 48 Maximum Span Length:	75
* 49 Structure Length:	763
51 Bridge Roadway Width:	76.0'
52 Deck Width:	79.60000000000001'
* 47 Total Horizontal Clearance:	76.0'
50A Curb / Sidewalk Width Left:	0.0
50B Curb / Sidewalk Width Right:	0.0
32 Approach Rdwy. Width:	73.0'

***229 Approach Roadway**

Rear Shoulder Left: Width:	6.8	*Right Width:*6.4	Type: 2 - Asphalt.
Fwd Shoulder: Left Width:	6.8	*Right Width:*6.4	Type: 2 - Asphalt.
Rear Pavement: Width:	60.0	*Type:*2- Asphalt.	
Forward Pavement: Width:	60.0	*Type:*2- Asphalt.	
Intersection Rear:	0	*Forward:*0	

53 Minimum Vertical Clearance Over Rd:	99' 99"
54A Under Reference Feature:	N- Feature not a highway or railroad.
54B Minimum Clearance Under:	0' 0"

***228 Minimum Vertical Clearance**

228A Actual Odometer Direction:	99'99"
228B Actual Opposing Direction:	99'99"
228C Posted Odometer Direction:	00'00"
228D Posted Opposing Direction:	00'00"
55A Lateral Underclearance Reference:	N- Feature not a highway or railroad.
55B Lateral Underclearance on Right:	0.0
56 Lateral Underclearance on Left:	0.0
10A Direction of Travel for Max Min:	0
10B Max Min Vertical Clearance:	99'99"
245A Deck Thickness Main:	8.0
245B Deck Thickness Approach:	0.0
246 Overlay Thickness:	2

Ratings and Posting

65 Inventory Rating Method:	1-Load Factor (LF)
63 Operating Rating Method:	1-Load Factor (LF)
66A Inventory Type:	2 - HS loading.
66B Inventory Rating:	19
64A Operating Type:	2 - HS loading.
64B Operating Rating:	32

231Calculated Loads		**Posting Required**
231A H-Modified:	21	Yes
231B Type3/Tandem:	28	Yes
231C Timber:	37	Yes
231D HS-Modified:	30	No
231E Type 3S2:	40	No
231F Piggyback:	40	No

261 H Inventory Rating:	13
262 H Operating Rating:	22
67 Structural Evaluation:	4
58 Deck Condition:	6 - Satisfactory Condition
59 Superstructure Condition:	5 - Fair Condition
* 227 Collision Damage:	
60A Substructure Condition:	5 - Fair Condition
60B Scour Condition:	6 - Satisfactory Condition
60C Underwater Condition:	5 - Fair Condition
71 Waterway Adequacy:	8-Equal to present desirable criteria.
61 Channel Protection Cond.:	7-Better than present minimum criteria.
68 Deck Geometry:	9
69 UnderClr. Horz/Vert:	N
72 Approach Alignment:	8-No reduction of vehicle operating speed required.
62 Culvert:	N - Not Applicable
70 Bridge Posting Required:	3. 10 - 19.9% below
41 Struct Open, Posted, CL:	P. Posted for load
* 103 Temporary Structure:	No

232 Posted Loads

232A H-Modified:	21
232B Type3/Tandem:	28
232C Timber:	37
232D HS-Modified:	00
232E Type 3s2:	00
232F Piggyback:	00
253 Notification Date:	02/01/1901
258 Federal Notify Date:	02/01/1901

MS4 Concept Report Summary

Attach the following checklist information to the Concept Report Template:

Is there a Project Level Exclusion that applies to this project: ☐ No ☒ Yes

If yes, please indicate which of the following exclusions apply:

☐ Roadways that are not owned or operated (maintained) by GDOT may not require post-construction BMPs. Coordinate with the appropriate local government or entity to determine stormwater management requirements.

☒ The project location is not within a designated MS4 area.

☐ Maintenance and safety improvement projects whereby the sites are not connected and disturbs less than one acre at each individual site. This includes projects such as repaving, shoulder building, fiber optic line installation, sign addition, and sound barrier installation.

☐ Projects that have their environmental documents approved or right-of-way plans submitted for approval on or before June 30th, 2012.

☐ Road projects that disturb less than 1 acre or for site development projects that add less than 5,000 ft^2 of impervious area.